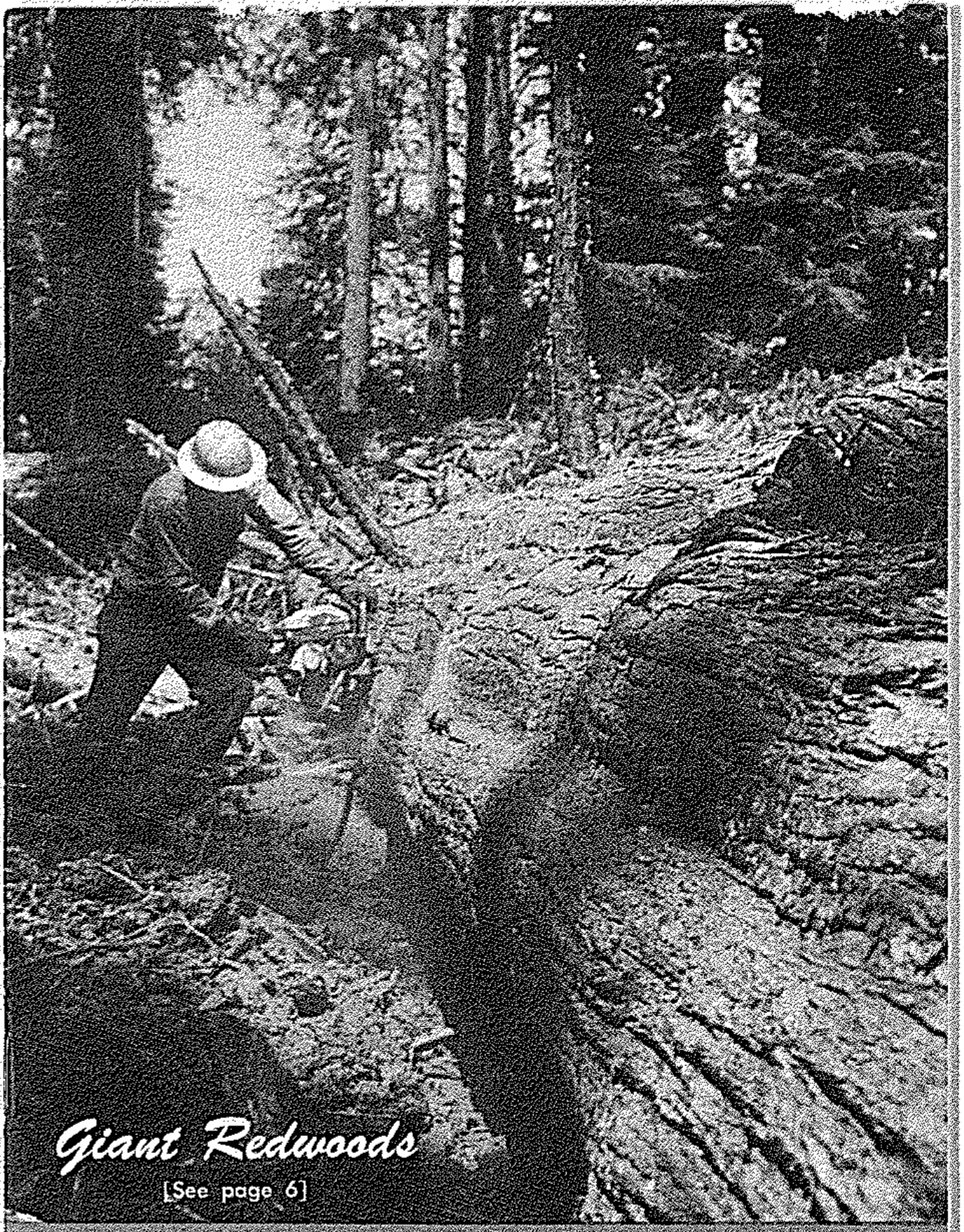


Giant Redwoods

[See page 6]

AUGUST 1959

THE Southern Pacific Bulletin

MANAGEMENT'S REPORT TO YOU

FOR THE SIXTH CONSECUTIVE YEAR, Southern Pacific has been awarded the National Safety Council's Public Safety Award. The Council attributed the award to our company's "support of national, state and local safety organizations, and to a program of off-the-job family safety meetings."

★

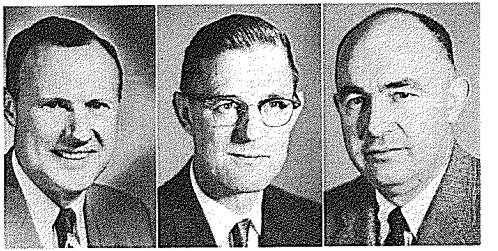
DELIVERY of 35 more diesel locomotives, purchased at a cost of about $7 million is scheduled for this month and September. The new diesels, being built by Electro-Motive Division of General Motors and Alco Products, Inc., bring to 111 the number of units ordered by SP this year. Their total cost: about $21 million.

★

SOUTHERN PACIFIC is acquiring property in the vicinity of Anapra, just west of El Paso, Texas, as a possible future site of a new freight classification yard. The property will be held for such time as increasing volume of freight traffic may make the Alfalfa (Adair) Yard inadequate. If the classification yard operations should be transferred from Alfalfa to Anapra, the greater part of the Alfalfa property would be made available for planned industrial development.

★

APPLICATION to abandon the south line between Douglas, Arizona, and Anapra, New Mexico, has been sent to the Interstate Commerce Commission by Southern Pacific. A long-range study just completed showed there was no economic justification for continuance of the 209-mile stretch of track. The line is now used only by a tri-weekly freight train and a transcontinental streamliner in each direction daily. Plans are to move the trains to our north line, where CTC will speed up train movements.



M. A. McINTYRE R. R. ROBINSON S. B. BURTON

Many Changes Announced By Operating Department

A NUMBER OF Operating Department changes throughout SP's Pacific Lines were announced last month.

M. A. McIntyre, superintendent of the Salt Lake Division since 1956, has been named to head the Los Angeles Division. He started with SP in 1936 as a brakeman on the Coast Division.

McIntyre succeeds **Paul D. Robinson,** who is on sick leave. Robinson had served as Los Angeles Division superintendent since 1954.

D. W. Tanner, formerly assistant superintendent, Salt Lake Division, has been promoted to superintendent of that Division. He joined Southern Pacific in 1920 as a brakeman.

R. R. Robinson, former Shasta Division superintendent, has been appointed superintendent of the San Joaquin Division. He began his railroad career with Southern Pacific on the Los Angeles Division in 1934.

Robinson replaces **W. H. Ferguson,** who is on the inactive list because of illness. Ferguson, a veteran of 34 years' service with Southern Pacific, was named superintendent of the San Joaquin Division in 1955.

S. B. Burton, formerly assistant superintendent, Coast Division, was named to succeed R. R. Robinson as superintendent of the Shasta Division. Burton started with the Company in 1940 as a telegrapher on the Salt Lake Division. He was appointed assistant superintendent of the Sacramento

Division in 1954 and was named assistant superintendent of the Coast Division last year.

Other Changes

Other Operating Department changes include:

R. L. King from trainmaster, Portland, to assistant superintendent, Salt Lake Division.

P. V. Stone from terminal superintendent at San Francisco to assistant superintendent, Coast Division.

J. F. Bays from assistant terminal superintendent to terminal superintendent, San Francisco.

R. V. Currier from trainmaster, Tucumcari, to trainmaster with headquarters at Portland.

E. A. Votaw from assistant trainmaster, Oakland, to assistant terminal superintendent with headquarters at San Francisco.

H. J. Kerins from assistant trainmaster, Salinas, to trainmaster at Tucumcari.

Retired Treasurer Succumbs At Houston

Oscar M. Longnecker, retired treasurer for Southern Pacific's Texas and Louisiana lines, died at Houston following a brief illness.

He worked for The Houston Post briefly in 1898 before joining Southern Pacific, with which he remained 46 years until his retirement on August 1, 1944. He started his railroad career as a clerk in the treasurer's office of the old Galveston, Harrisburg & San Antonio Railway at Houston, and worked his way up to cashier prior to his appointment as treasurer of SP's Texas and Louisiana lines, with exception of the Texas & New Orleans Railroad, in 1918. He was appointed treasurer of the T&NO in addition to his other duties in 1924.

Mr. Longnecker is survived by his wife, two sons, three grandchildren and five great-grandchildren.

D. W. TANNER W. H. FERGUSON P. D. ROBINSON



SP Employes Help Raise Funds For Families of Slain Officers

MEMBERS of the Lafayette Division SP Service Club recently helped raise over $17,000 for the bereaved families of two Lafayette, Louisiana, police officers who lost their lives in the line of duty.

The officers, A. Abadie and Leroy King, were shot down while attempting to arrest a barricaded man who had previously killed a woman.

Within hours after the tragedy, Doyle Moody, president of the Service Club, had formed a committee of club members to take up a collection for the officers' families. SP people quickly donated more than $300.

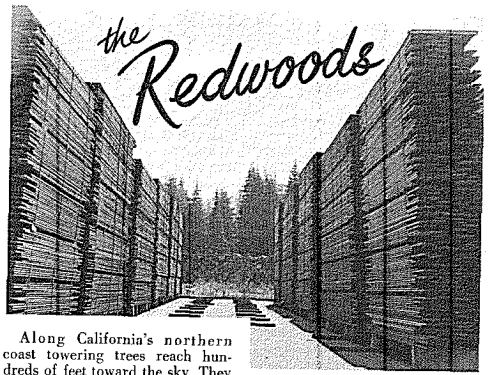
Then, responding to an appeal from Radio Station KVOL, the Service Club supplied five members with their automobiles to make a house-to-house canvass and collection. Club members Moody, M. J. Domingue, D. J. Duhon, R. D. Leonard and Van McNiel averaged more than $240 per man for the hour they put in knocking on doors.

Special Agent L. Logan, Lafayette, was in charge of the employe collection and, with Moody, contacted more than 150 SP people.

Officer King was the son of the late A. S. King, retired yardmaster for SP at Lafayette.

KEY SP COMMITTEEMEN for the fund-raising campaign were, left to right, back row, Van McNiel, timekeeper; L. Logan, special agent; and M. J. Domingue of Southern Pacific Transport Company. Front row: Doyle Moody, chief clerk, SPT Co., and Service Club president; and D. J. Duhon, club secretary. One of the slain officers was LeRoy King, son of the late A. S. King, SP yardmaster there for many years.





Along California's northern coast towering trees reach hundreds of feet toward the sky. They are the redwoods — trees so large that a single one may contain enough lumber to build 15 average homes. The trunks of some of the aged giants measure 20 feet in diameter.

Millions of years ago Asia was covered with a forest of these magnificent trees now known as the Sequoia family. This forest extended across the ancient land bridge at Bering Straits and down the western coast of North America. Then came the ice age with huge fields of ice moving down from the north. California was the only location where this tree escaped extinction by the ravages of the Glacial Period.

Coast redwood occurs naturally only along the northern California coast from southern Monterey county north to just over the Oregon line. A cousin of the coast redwood is the Sierra redwood located in the rugged Sierra Nevada mountains. The Sierra redwood, however, is not of commercial importance.

In height, the coast redwood outstrips all trees in the world. It is common to find trees 200 feet high and on river benches, where the soil is deep and moist, there are many trees over 300 feet.

The coast redwood is truly a grandfather among trees. The oldest tree found to date was 2,200 years old; however, few of the trees cut for lumber are as old as 1,000 years.

There are several reasons for the redwood's giant size and age. The growing tree produces a special red chemical which protects its wood from termites and other insects, from decay-producing fungi, and even disease. Thick, shaggy red bark helps protect mature trees from forest fires.

These same qualities are found in redwood lumber, making it an exceptional lumber for building houses, schools and churches. Also, redwood's durability, high strength in relation to weight and resistance to moisture and chemicals make it ideal for use in tanks, cooling towers, and for storage tanks in breweries, wineries, distilleries and in the petroleum industry. In addition, due to the beauty of redwood's natural grain and texture, it is being used by architects as a decorative material in homes and public buildings.

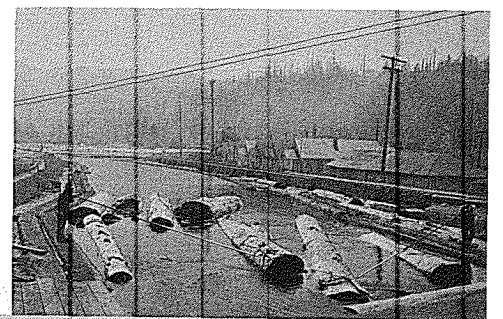
Lumbering the redwoods and making building products from the wood are a big industry in the redwood region. The California Redwood Association has estimated that approximately 26,000 people are employed by various forest industries in the region, which in addition to the Redwood Belt also includes a large adjacent Douglas fir forest area. The workers receive an annual payroll of some $115 million.

Serving the many redwood lumber mills, located in one of the nation's most scenic areas, is our Northwestern Pacific Railroad. During the first six months of this year 297,039,000 board feet of

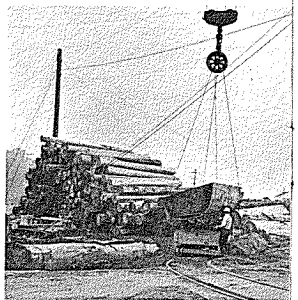
THE COVER

The tree being harvested in Simpson Redwood Company's forest at Arcata was 270 feet high. It began its growth about 324 A.D. during the reign of the Roman Emperor Constantine. The huge redwood, selected for cutting because it was over-mature, was cut into ten marketable logs, containing a total of 39,490 board feet of redwood.

Logs are herded from pond to sawmill at Pacific Lumber Company in Scotia. Some of the redwood logs are "sinkers," that is, they are so heavy they sink to the bottom of the log ponds. Rough green redwood may weigh as much as 7,000 pounds per 1,000 board feet. In comparison, green fir averages about 2,500 to 3,000 pounds per 1,000 board feet.



At Arcata Redwood Company's "cold-deck" in Eureka a half log is loaded on a cable-pulled flat car for movement into the sawmill.

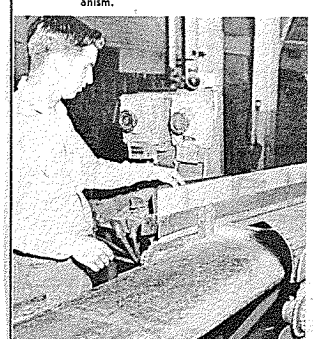


redwood lumber was shipped by the 13 mills reporting to the California Redwood Association. Much of this was shipped out of the region via NWP on the initial part of its journey to points throughout the world.

With such a volume of redwood being lumbered a question that's bound to come up is, "won't the redwood forests soon be depleted?" Thanks to tree farms and selective cutting this should never happen.

Much like a farmer manages a crop of corn or grain, a redwood region "tree farmer" manages his forest lands to make certain there will be a continuing supply of timber. The goal of the California Redwood Association sponsored tree farm program is "use without damage." This is accomplished by the selective cutting of full grown trees which makes more sunlight, water and nourishment available to the smaller trees left standing, and enables them to speed up their growth. Trees left behind also provide seed for reforesting.

One of the attractive building products made from redwood is end-end-edge-glued paneling. Here at Georgia-Pacific Corporation's plant at Samoa a worker places small pieces of redwood on a belt which moves it through the gluing mechanism.



Unlike most conifers (trees with needles or scale-like leaves) the redwood has the ability to grow new trees from root sprouts. When a redwood is harvested for lumber as many as a dozen sprouts are likely to spring from the parent stump. The redwoods also reproduce from the tiny seeds which drop from the small redwood cones.



The story of redwood from forest to finished product takes in a variety of operations. Before felling a redwood, the woods crew first determines the direction of fall, taking care that the falling tree will not hurt trees left standing. Next a bed of earth is bulldozed to cushion the shock of the falling tree. This avoids shattering the trunk and damaging wood.

Logging trucks have replaced most of the old logging railroads to haul logs from the woods to the mill.

The trucks dump the logs into a sawmill pond. Some of the logs will be taken from the millpond and stacked in the "cold-deck" for use during the winter when bad weather conditions may halt logging operations. Logs are taken from the pond to the "headrig," where the band saw cuts the logs into "cants" (large planks). These planks, in turn, are passed through edging and trimming machines and cut to certain widths and lengths. From the green chain, rough lumber is carried by fork-lift truck to an outdoor storage yard. Lumber is stacked according to grade and size for seasoning.

The air seasoning process may take 6 to 12 months or more, since there is considerable water in green redwood. A piece of redwood one inch thick, one foot wide and 20 feet long may contain 8.4 gallons of water.



This redwood log is whirling on the Union Lumber Company's barker at Fort Bragg. A thousand gallons of water per minute shoots out of the nozzle at a pressure of 1,100 to 1,500 pounds per square inch, blasting the bark from the log. Using this method, bark can be removed from 600 logs in 16 hours.

After air-drying, top grades of lumber are dried further in huge kilns in which carefully controlled temperature permits the removal of additional moisture.

After the lumber has dried sufficiently it is taken to the planing mill where the edges and ends are trimmed and the face is given a smooth surface. At some mills the wood is packaged in heavy paper.

The lumber is now ready to be loaded in box cars for shipment throughout the United States and to ports for shipping to many foreign countries.

Transportation Diversity—
The Key To Railroad Progress

SPEEDING ALONG A broad public highway is a gleaming, transcontinental truck, almost as big as a boxcar. Nearby, jets take off from the recently-extended runways of a new municipal airport. And not far away, heavily laden barges move slowly along an inland waterway.

For the truck, the airplane and the barge, our government is providing roads, airports and waterways out of public funds. In the meantime, railroads are paying heavily in taxes to build, operate and maintain these "rights-of-way" for their competitors to use.

Yet the railroads, which operate without cost to the taxpayer, are denied an equal opportunity to use the very public facilities they help to provide.

This strange situation adds up to one of the most pressing problems facing Southern Pacific and the railroads of America today.

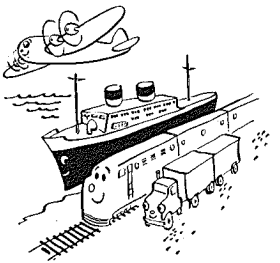
It's a problem that is costing SP employes and other railroaders countless dollars in lost wages and job opportunities.

It's costing our company untold amounts in lost earnings. And it is earnings, of course, that must eventually pay for the new diesels and cars and classification yards and CTC we must have to keep attracting customers.

And it's hurting shippers by withholding from them the services they need and that could be theirs.

The problem, basically, is the need of railroads—and of other transportation companies as well—to be allowed to broaden their services to fulfill the needs of their customers. Under present regulations, railroads are restricted in the kinds of service they can offer shippers. And, consequently, a great part of the transportation business available today is cut off from our company and others like it—simply because we are not allowed to compete for it.

Since this problem is of vital importance to the future health of our industry, the *Bulletin* will discuss various aspects of it in this and subsequent articles to be published in the months to come. At the conclusion of the series, the editors will suggest positive action that each of us may take.



As railroaders, we are not looking for government "charity" to overcome the inequities of subsidized competition. And certainly it would be unrealistic for us to expect the government to get out of the business of providing public transportation facilities.

We are not asking that railroads be relieved of their fair share of the public tax burden, but we do ask that our competitors be required to pay fair "user charges" for their private-profit use of publicly-supplied transportation facilities. And we ask an equal opportunity to use these facilities that railroad taxes help to provide.

Nowadays it is common practice for businesses to diversify their product lines, especially when new products are taking some business from old ones.

Following sound business practice, our company has not only attempted to follow its customers, but—through research and development of new services—is trying to anticipate their changing needs.

Today, Southern Pacific is as diversified as any U. S. railroad, and about as diversified as it can get under present regulations. We operate pipelines, trucking operations and piggyback service, in addition to our rail lines.

But arbitrary rules prevent us from making full use of the advantages of our transportation system, or expanding it to the point where we can offer peak efficiency to shippers.



SP truck lines, for example—simply because they are railroad-owned—operate under special restrictions which drastically limit the service we can provide. Interstate Commerce Commission regulations state that our truck service must be only "supplemental or auxiliary to" SP rail operations.

Other restrictions extend far beyond trucking into other forms of transportation. Railroads are prohibited from having any direct part in the airline business and additional restrictions apply as to engaging in water transportation, even where these operations in combination with our rail service could fill a real public need.

"I like your service," one shipper says. "I like the way you've carried

out the work you've done for me. But I can't spend my time puzzling through the list of the places you can ship for me and the places you can't. It's simply easier to give our business to a firm that can go anywhere we need to have him go."

Even more important to the shipper are the unlimited possibilities for efficiency and economy in a completely diversified transportation system.

The need for a transportation shopping center has been expressed by the National Industrial Traffic League, largest U. S. shipper organization.

Another shipper states it very simply.

"I want to be able to call up a company and tell them to move my goods the best way for me," he says. "If the shipment should go by rail, I want it sent by rail. If it should go by air, I want it to go by air. If it should go by water, I want it to go by water. If you can combine any of them, fine. But I don't want to mess around, plowing my way through tariffs, talking with half a dozen companies in an effort to find the best type of transportation for my shipment. I want to deal with a real transportation company."

Railway employes throughout the nation have an equally high stake in transport diversification. In past years, they've watched specialized forms of transportation, using advantages inherent in each of them, slice into the business once held by the railroads.

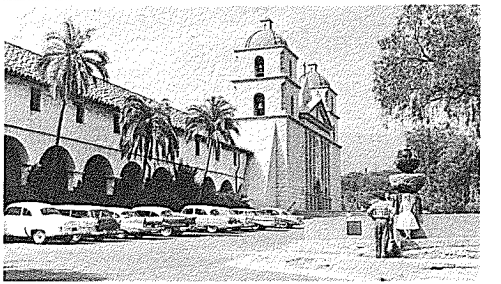
Pointing out that loss of traffic to subsidized forms of transportation has resulted in declining railroad employment, Chief Guy L. Brown of the Brotherhood of Locomotive Engineers says the answer lies in diversification.

"In my opinion," he says, "railroad companies should be permitted to sell transportation. I am convinced they should be able to engage in air, highway and water transportation business, coordinating the various forms to give the best possible service to the public, offering such services alone or in combination with rail transportation."

The railroads point out, too, that we are asking for no blank check in proposals for greater transport freedom now before Congress. Bills have been introduced to amend present transport laws to end special discriminations against our entry into other forms of transportation. If passed, these bills will grant us greater equality of treatment under the law. But, like any other applicant, we will have to prove to regulatory authorities that each new service proposed is necessary and in the public interest.

Ahead of us is an urgent fight for the freedom to diversify, for the same freedom enjoyed by other businesses. What we are able to accomplish—railroad people, shippers, and our other supporters — may well determine the shape of transportation and railroad employment in this country for a long time to come.

Fourth of a Series: **Cities Served by SP**



SANTA BARBARA MISSION IS LARGEST IN CALIFORNIA

Santa Barbara: City Of Charm

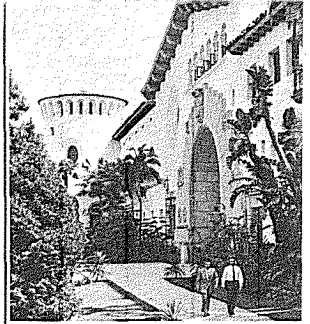
THE *Coast Daylight* moved slowly through the tree-lined streets of Santa Barbara, California, and stopped beside the railroad station.

Among the passengers disembarking was a neatly dressed elderly couple. The man, grinning boyishly, took a deep breath and rubbed his hands together. "Golly," he said, "just feel that air!" A soft sea breeze touched his cheek as he looked across the city toward the southern slope of the Santa Ynez Mountains lying cool and green in the near distance. He put his arm around his wife and said, "This is it, Mama. We've found our home."

Santa Barbara, with its ideal climate throughout the year, its luxuriant semi-tropical vegetation, historic interest, and picturesque architecture, attracts many people who are looking for a quiet place to live. Once you've seen this city, lying serenely between the mountains and the sea, you vow to return. Some come back for a day or two — others return to spend the rest of their lives.

The city has a distinct Spanish flavor. Call out the names of the streets and you'll think you're in Madrid: **De La Guerra, La Cumbre, Del La Vina, Ortega, Carrillo, San Clemente.**

Most of the public buildings are of Spanish design. Santa Barbara has been able to retain not only its historic buildings, but the character of entire buildings, courts and gardens, almost exactly as they were a hundred years ago.



COUNTY COURTHOUSE

Located near the heart of the city lies the County Court House, one of America's most exotic public buildings. This structure, which dwarfs all the buildings around it, is surrounded by exquisite gardens and tall stately trees. It covers an entire square block.

Nearby is the group of Spanish buildings known as El Presidio, since they stand on the site of the old Royal Presidio where were built the first structures in Santa Barbara in 1782. Here are a score or more of little specialty shops which constantly intrigue both the natives and the tourists.

Situated on a knoll dominating the city a mile or two from the sea stands the famous old Santa Barbara Mission, established by Father Junipero Serra in 1786, and in constant use since its founding.

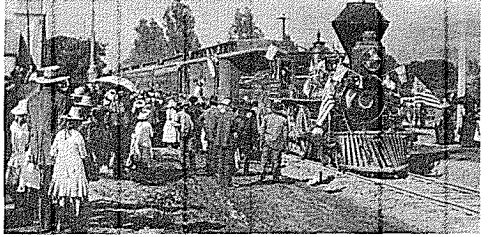
Because of a group of long, protecting islands lying some 25 miles off shore, the white beaches are among the safest on the Pacific Coast, and the water is usually calm enough for canoeing, waterskiing, aquaplaning and swimming.

Southern Pacific came to Santa Barbara on August 19, 1887, rolling in from Saugus through Fillmore, Santa Paula and Ventura. Curious, excited crowds stood around admiring the magnificent iron horse standing in the station. The next day, a special excursion train brought distinguished visitors from all over California to join the civic celebration.

We still are the only railroad to serve this fair city. Our *Coast Daylights* and *Larks* serve the passengers. Our freights haul fruits, nuts and vegetables from the area. Lemon shipments are especially heavy. Avocado orchards are now beginning to mature around Santa Barbara and should occupy an important spot in outbound shipping soon. A new item which is being shipped east in greater quantities every year is nursery stock.



Protected yacht harbor makes perfect anchorage for more than 400 boats.



FIRST SP TRAIN INTO SANTA BARBARA: August 19, 1887.

This month, for three days, time was turned backward in its flight, as it is each August. For this is the month of Fiesta. From August 13 through the 15th, the citizens and tourists forgot their everyday cares. They donned Spanish costumes and enjoyed the "Old Spanish Days."

They danced in the streets; they watched with enraptured eyes as a three-hour parade passed before them (more horses than they'd ever seen in one place before, outside a television screen); they listened to strolling Mexican musicians and sang along with them; they watched pretty girls do the Mexican hat dance, their red and yellow skirts swirling in the bright sun; they ate tacos and washed them down with chilled drinks. They roped off city streets and rode their magnificent palomino horses around and around.

And on Sunday, after the excitement of Fiesta had died down, they went to the curving beaches and basked in the August sun and swam in the green-blue sea, and were very glad they were in Santa Barbara.



Selecting Spanish costumes for Fiesta was important business early this month.

SP-PMT Help Build

An Inland Naval Station

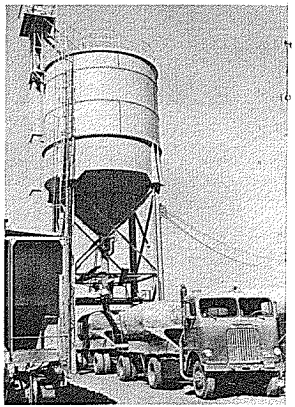
MEN AND machines are clawing up huge patches of a 30,880-acre tract in the heart of California's great San Joaquin Valley—140 miles from the Pacific Ocean—to create a gigantic new U. S. Naval Air Station.

Here in the 112-degree midsummer heat, the first of two giant 13,500 by 200-foot concrete runways is complete and the other is gradually taking form amid the golden safflower fields astride the Fresno-Kings County border.

By mid-1961, when the project nears completion, an entire city—1,300 homes, office buildings, hangars, sewage plant, utilities buildings, telephone exchange, retail stores, warehouses, barracks, officers' quarters, control towers, fuel storage tanks and recreational facilities—will have etched a new horizon on the table-flat farm lands about 35 miles south-southwest of Fresno and due west of Hanford and Lemoore on SP's Coalinga Branch.

This 5 by 10-mile plant will provide a master base to support high performance jet planes assigned to ships of the fleet and other units based in the San Francisco Bay Area. The site was chosen because the San Joaquin Valley offers clear weather for aviation almost the year round.

Construction of the $105 million project is right on schedule. In addition to the runways, concrete has been poured for three of the five taxiways included in the construction plan.



Most of the trucks are loaded by this large 2,000-barrel-capacity silo erected by SP and PMT beside the tracks. It takes nine minutes to load both hoppers of the truck.

One parking apron has been completed, grading started for a second, and crews have begun staking out a hangar and the operations building for which foundations will be poured soon.

Base for a five-mile road from the administration area to the operations area has been laid and crews are excavating at the site of the sewage treatment plant which will serve the housing area and administrative buildings.

In July, contract for construction of a $2.5 million petroleum, oil and lubricant facility was awarded and construction was under way by the end of the month.

Through a joint operation, Southern Pacific and Pacific Motor Trucking are playing a vital transportation role in the building of the base by hauling in all of the cement used in construction.

To handle the job, SP forces from the San Joaquin Division early this year laid a temporary spur track from the Coalinga Branch into the end of the runway area where SP and PMT erected a 2,000-barrel capacity silo to transfer the cement, which is hauled in covered hopper cars



Job Foreman Jim Imperatrice (right) gives Driver Albert Dena a few last minute instructions as he prepares to pull out from the railhead for the construction site. Terminal Manager Harry Bailey looks on.

Cement is also loaded on the trucks by means of the "bazooka" which moves the cement (dumped from the bottom of the SP covered hopper cars) from a hopper beneath the right-of-way and into the truck hopper by means of a screw conveyor.





End of the haul is at the Griffith Company silo where the trucks dump the cement into a hopper on the ramp runway. It is moved into the silo by conveyor.

from the Monolith Cement plant near Tehachapi and the Ideal Cement plant at Redwood City, to PMT hopper trucks.

Currently, six tractors — each with two hopper trailers — are working at the site under the direction of PMT Terminal Manager Harry F. Bailey, Fresno. Foreman on the job is Jim Imperatrice, also of Fresno.

The big hauling job started March 5 of this year when the first covered hopper car of cement moved into the base. By mid-July, the railroad hauled in — and the trucks delivered — well over 100 million pounds to the job site.

That meant 2,061 round trips by truck between the SP silo and a larger silo, located at the head of the airfield for runway and taxiway construction. This is owned by the Griffith Company of Los Angeles, general contractor.

Imperatrice says that PMT is hauling the cement at an average daily rate of 40 to 45 truck loads. On peak days, his crew has handled as high as 51 loads.

Each truck moves about 50,000 pounds to the load. It takes about an hour and a half to unload a railroad freight car through the bucket silo. The freight cars drop the cement into a hopper located in the center of the track beneath the car. Then it is picked up by conveyor and deposited in the silo.

From the silo, it takes nine minutes to load a truck. Each hopper car handles about three truck loads.

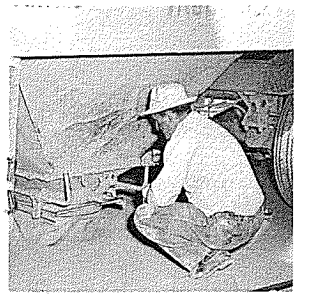
Unloading directly from the rail cars into the trucks by "bazooka" —a direct conveyor device—will put the truck back on the road in from 17 to 20 minutes. By this method a car can be emptied in slightly less than an hour.

By use of both methods, two trucks can load simultaneously.

The cement is currently being used in runway and apron construction by the contractor, but when this phase of construction is complete, the cement haul will be diverted to other stages of construction. The entire job is expected to last through December.

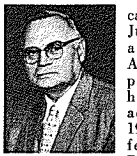
Work is being performed for the Navy Department under the overall direction of the Chief of the Bureau of Yards and Docks, Rear Admiral E. J. Peltier, CEC, USN. The officer in charge of construction for the 12th Naval District is Captain Joseph White, CEC, United States Navy.

At the Griffith Company operations center, the PMT trucks dump the cement through the bottom of the hopper and into an opening in the ramp. It is picked up by conveyor and deposited into a large silo.



G. Mountford Retires After 51 Years' Service

RETIRING after 51 years' service with Southern Pacific and Pacific Fruit Express was George W. Mountford, assistant traffic manager, PFE, San Francisco.



G. W. MOUNTFORD

He began his career with SP July 1, 1908, in a bureau of the Accounting Department that handled PFE accounts. In 1912 he transferred to the PFE Accounting Department and moved to the Traffic Department a year later when it was organized. Except for the years he served in the United States Navy during World War I, the remainder of his railroading career was in the Traffic Department. He had been assistant traffic manager since 1946.

When he retired, Mountford was honored at a farewell dinner at the Olympic Club in San Francisco which was attended by many of his friends and fellow employes.

Lewis E. Renner, district passenger and public relations representative, Oakland, has accepted the job of coordinating the United Crusade's 1959 public relations program throughout the 740 square miles of Alameda County, California. Renner has been active in Community Chest and United Crusade work for the past eight years.



SP PAY CAR LOADED WITH GOLD AND SILVER AT SACRAMENTO IN 1894

During Time of Wyatt Earp Gold, Silver Used on Pay Day

THE PAY CAR—that's one type of railroad car you don't hear much about anymore. But in the days when the West was still young and unsettled this car was mighty popular among SP employes.

The railroad was spreading out, opening up new territories and building a new empire. The employes were scattered over a vast area, making distribution of wages quite a problem. Banks were scarce and with paper money at a 40 per cent discount, wages had to be paid in gold and silver. The Pay Car was the solution to the problem.

It was actually a remodeled Pullman car, with a kitchen, dining room, sleeping quarters, a wash room and the paymaster's office. At one end of this office there was a partition made of ¼ inch boiler plate with a small sliding window through which the employe received his earnings. The window weighed 90 pounds and could be dropped quickly in the event of attempted robbery.

Another safety measure was an iron slide controlled by a treadle which could automatically close the cash till. Compartments were built in the till to hold $20, $10 and $5 gold-pieces and a large supply of silver. A pair of sawed-off shotguns, four repeating rifles and two "six-shooters" completed the car's armament.

In the beginning, when only one car was used, it took two months to pay all employes on the entire system. Then in 1883 three cars were outfitted and the practice of monthly paying was initiated.

Cars Well Stocked

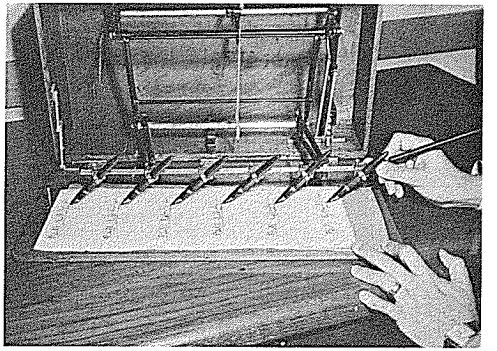
The cars, always heavily guarded, started from San Francisco and were stocked with enough money to pay all employes along the way until a town was reached where another supply could be taken aboard.

Historical records show that, according to former Paymaster E. R. Anthony, "the largest amount we ever started out with was $265,000 and it weighed 5,280 pounds. On that trip we had silver piled in every corner of the car, clear through the center aisle and into an empty berth. We had so much gold I couldn't get it into the safe, but stacked it along the car walls."

Payroll train robberies were always a hazard, so the trains moved on secret schedules and never at night—that is except on one occasion when Wyatt Earp served as a shotgun messenger on one of the trains. Because of his reputation the train's schedule was publicly announced. Apparently all potential train robbers took notice—they left the train strictly alone.

There were a few close calls though. Like the time a band of 16 outlaws held a bridge watchman

THIS DEVICE USED IN EARLY 1900s SIGNED SIX CHECKS SIMULTANEOUSLY





Le Nay Russell, payroll distribution clerk in our Treasury Department, runs checks through the automatic signing machine at the rate of twenty thousand per hour.

prisoner for two days waiting for the Pay Car to arrive. They finally gave up their vigil and took off to look for other prey only hours before the train arrived at the bridge.

In 1903 the paycheck system was established and the armed Pay Car, no longer filled with bags of silver and gold, quietly took its place among the relics for future generations to look upon with interest.

But there were even a few problems involved in the paycheck system. For instance, prior to 1917 one paymaster was faced with the finger-cramping task of personally signing 100,000 checks each month. This problem was partially solved when a device was invented to speed up the operation. It consisted of six pens harnessed together in such a manner that six separate checks could be signed simultaneously, with an average output of 2,000 checks an hour.

And what about the present? Our Treasury Department now has an automatic check signing machine which, through use of a signature plate, can turn out 20,000 checks an hour. One paymaster who certainly would have welcomed a machine such as this was E. A. Van Wynen, who, from the time he started to sign checks in 1907 until his retirement in 1938, affixed his signature to more than 20 million Southern Pacific paychecks.

George W. Anderson, retired chief claim adjuster, Freight Claim Department, died June 24. Anderson began his service with Southern Pacific in 1908 and after serving as investigator, head clerk and special claim adjuster he became chief adjuster in 1941. He retired in 1956.

Horace Walmsley, formerly yard engine foreman on the Coast Division, and conductor on the Houston Division, T&NO, and presently Mayor of Winchester, Illinois, was the guest of Chicago's Mayor Richard Daley at a reception last month honoring her Majesty, Queen Elizabeth II and his Royal Highness, Prince Philip, Duke of Edinburgh.

Promotions Announced In Freight Traffic Department

W. H. Schulze, formerly general freight agent-rates, has been appointed assistant freight traffic manager, rates and divisions, with headquarters in San Francisco. He succeeded F. A. Smith who retired last month.

Other changes announced by the Freight Traffic Department follow:

R. C. Hudson was named general freight agent and **J. H. Lyons** was appointed assistant general freight agent, both with headquarters in San Francisco.

W. H. Francis was appointed commerce agent. His headquarters also are in San Francisco.

At Phoenix, **C. F. Head** has been appointed assistant general freight and passenger agent and, at Los Angeles, **S. R. Christensen** was named assistant general freight agent.

Schulze has been with SP since 1925. He was appointed general freight agent in August of last year.

Hudson joined the company at Chicago in 1943. In 1954 he came to San Francisco as assistant general freight agent.

Lyons has been with Southern Pacific since 1949. Before being appointed assistant general freight agent in San Francisco, he served in that position at Los Angeles.

Francis, who started with SP in 1941, was chief clerk in our Portland Freight Traffic Department prior to his appointment as commerce agent in San Francisco.

Head has been with Southern Pacific since 1941. He was commerce agent at San Francisco before going to his new assignment at Phoenix.

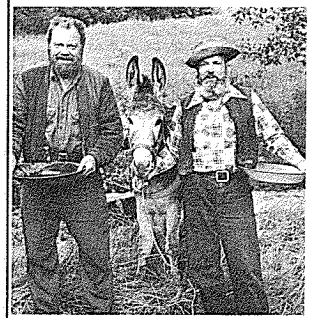
Christensen has been with the company for 17 years. He was chief of the Rate Bureau in Los Angeles before being named assistant general freight agent there.

Veteran SP Pensioner Dies At Bakersfield

HAM TONG, 100-year-old SP pensioner, died at Bakersfield, June 26. He was featured in an article in our June issue. He was our oldest pensioner.

Tong started to work for Southern Pacific in 1908. Cleanliness was always one of the guiding rules in his life and employes who remember Tong recall that he started work each day on the railroad with a freshly laundered and pressed pair of overalls.

After his retirement in 1931 as an engine wiper, Tong spent much of his leisure time chatting with "the boys" at the Chinese Club in Bakersfield and cooking native dishes.



Two Weeks' Vacation — With Pick and Pan

THE "SOURDOUGHS" in the picture above are smiling for a very good reason. During a recent two weeks' vacation in an unsettled area of Oregon they found a place where gold panning prospects were excellent.

Ernie Bradtl (left) and John Snider, linehaul drivers, Northern District, Pacific Motor Trucking Company, look right in character for their prospecting with those elegant beards, don't they? They grew them in honor of the Oregon Centennial.

Ernie and John apparently know their way along the highways as they do around the woods. Both have earned 18-year Safe Driving Awards.

The donkey with the secretive look is named "Round Table." She has been with Ernie's family for 22 years — a birthday gift to his daughter when she was five years old.

When asked to say where they found the gold, the two drivers just shook their heads and smiled mysteriously. They plan to go back —and when they do they'll take Round Table along. She knows how to keep a secret.

Mort Large Retires After 47 Years' Service

RETIRING THIS month after 47 years with Southern Pacific is Mortimer (Mort) E. Large, city passenger agent at Seattle, Washington. He was honored at a testimonial dinner August 10 in the Seattle Transportation Club.

Mort began as a freight handler in Eugene and after working as a yard clerk and depot ticket agent, moved to Seattle as a city ticket agent in 1923.

M. E. LARGE



Garden Founder John Moore Dies

A letter from Retired Coast Division Locomotive Engineer Arthur Fisk tells us that John (Tom) Moore, founder of the Mission Bay Gardens, behind the Engineers' locker room in San Francisco, has passed on.

The beauty and restfulness of the little garden have refreshed many a railroader through the years since Engineer Moore first started working on it in 1926.

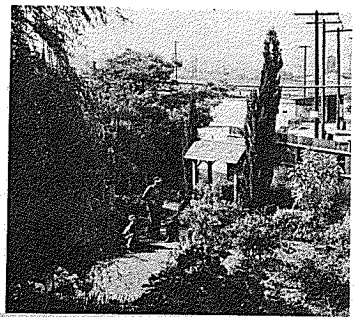
The site for the garden was a fill, after the earthquake in 1906, and many rocks, bricks and slabs of concrete had to be cleared away before work on the garden could be started.

"Brother Moore continued as gardener, cherishing his pet plants until his retirement in 1936," writes Fisk.

Following in the steps of Moore as chief gardener were Charles Matthews, and then Arthur Fisk. Guardian of the garden these days is Engineer Charles Maddux.



COMFORTABLY SEATED in platform rocker given him by friends upon the occasion of his retirement after 30 years with Southern Pacific is David C. Himler, secretary and commerce clerk, Law Department, Washington, D. C. Gathered around him are (l-r) R. A. Mueller, secretary; Thormund A. Miller, general attorney; R. E. Marks, asst. to vice president, San Francisco; A. H. Borders, secretary; E. M. Reidy, general attorney; P. R. Conaghan, general agent; J. H. Hardy, Jr., city freight and passenger agent.



MOORE'S Mission Bay garden. One of his fellow engineers said, "We thank Brother Tom for creating a spot that has given so much pleasure and satisfaction to so many."



BABY SITTING WITH GRANDSON CASEY IS HANNAH'S FAVORITE PASTIME

Meet "Miss Hannah"

AT THE AGE of 17, with a diploma in her hand and an engagement ring on her finger, Hannah Steele started to work for Southern Pacific at Bakersfield.

Five years later Hannah was still working for SP. The diploma had been stuffed in some drawer to gather dust and a wedding band had been added to the ring on her finger.

Today, "Miss Hannah," as she is affectionately called by section laborers on the San Joaquin Division, is the only woman chief clerk in Southern Pacific's Engineering Department.

She continued working after her marriage to Oliver O'Brien. Then, four years later, she quit her job to await the approaching arrival of her first son, Pat.

The next three years were happy ones for Hannah and Oliver. They enjoyed initiating Pat into the outdoor life of camping, fishing and hiking which they were so fond of. In 1936 the threesome were anxiously awaiting December when a brother or sister was due for Pat.

Then, just a week before the baby was born, tragedy struck. Oliver was killed in a plane crash. At the age of 29, Hannah became a widow with a 3-year-old son and another child expected in just a few days.

The attractive young mother did not have time to feel sorry for herself. She had a family to support. On her 30th birthday, just six weeks after her second son Mike was born, Hannah again started to work for us—this time as a maintenance of way steno-clerk in the Engineering Department.

Hannah's mother took care of the boys. Then just a few years later tragedy again struck the young widow. Her mother became seriously ill with cancer.

It was rough going for Hannah. She worked at the office, then came home and took care of her mother and the boys, besides keeping the house up.

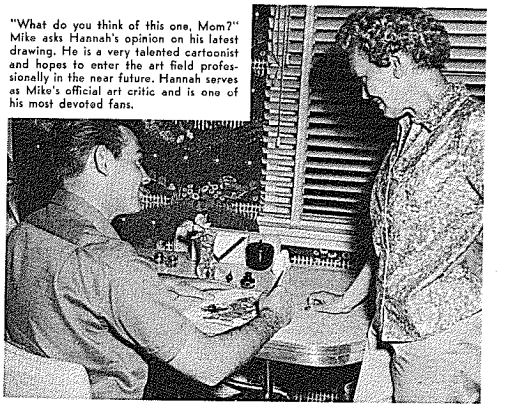
When Pat was 10 and Mike 7 their grandmother died. Hannah was left alone to raise her sons. After work and on weekends she took them out to fly their kites. When they were old enough to handle guns she took them target shooting and somehow she always managed to find time to attend their school plays and programs.

With large medical bills to pay and two boys to raise, Hannah had a very tight budget but Pat says, "We always had enough to eat and Mom saw to it that we were dressed like the other kids even though she might not have a new dress for over a year."

Hannah's courage never faltered during those lean and tiring years. She worked hard at home, and at the office she earnestly studied how a railroad's maintenance of way department operates.

Hannah O'Brien seems out of character talking about "jack hammers which require too much air" and "running into rocky formations which call for a lot of blasting." To look at her—silver hair, sparkling green eyes and the figure of a fashion model, you would ex-

"What do you think of this one, Mom?" Mike asks Hannah's opinion on his latest drawing. He is a very talented cartoonist and hopes to enter the art field professionally in the near future. Hannah serves as Mike's official art critic and is one of his most devoted fans.





At the office, Hannah goes over some figures with B&B Clerk Pauline Clement.

pect her to be talking about the latest dress designs and afternoon teas.

But not Hannah; she dislikes women's "hen parties" and bridge games. She gets more satisfaction out of helping the track workers or their wives solve a problem, whether business or personal. Hannah has learned enough Spanish to assist the Spanish-speaking employes.

As her son Pat says, "Mom's in love with her job; she's a real railroader. During the earthquake cleanup in 1952, she practically lived at the office."

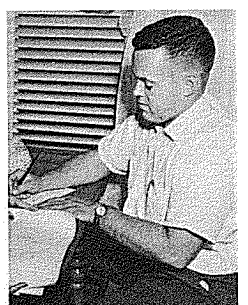
Now, at the age of 53, after a difficult but inspiring life, Hannah feels she is on top of the world. She's raised two fine sons; she has an attractive bungalow beautifully furnished in early American; and, especially dear to her, she has Casey, her year-old grandson.

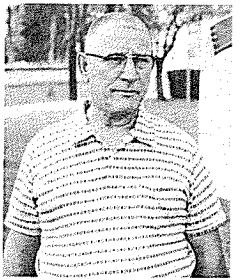
Hannah is a modest person. She hates to talk about herself and blushes when someone comments on her attractiveness or accomplishments. She's young in appearance as well as spirit and has been mistaken for Pat's sister.

"Miss Hannah" could have chosen a modeling career or some other of the more glamorous professions but, fortunately for us, she chose railroading. And as she put it "Once it gets in your blood, nothing can take the place of a railroad career."

Hannah is probably the only woman in America to have had a ballast regulator named after her. Some time ago, the foreman of an extra gang and his men built such a regulator and christened it "Hannah"—a fitting tribute to the "First Lady" of our Engineering Department.

On wife Barbara's night out with the girls, Pat often drops by to visit his mother and while there, to write some letters.





INVENTOR HOKETT

Phoenix Conductor Is Successful Inventor

A PHOTOGRAPHIC device for space ships and a liquid applicator brush for bathing—these are just a couple of the varied inventions created by Conductor William G. Hokett of Phoenix.

In addition to the above items, Hokett has patents on a vehicular motion picture camera and an apparatus for generating power and electricity in flying missiles.

The vehicular motion picture camera can be mounted on an automobile, locomotive, airplane or any moving device to take color motion pictures.

The liquid applicator brush has a long handle which is flexible to use in tub or shower. The brush is hollow and is designed so that you can use your favorite liquid soap or scent in the water.

Hokett's photographic device for space ships and flying missiles is involved with the mechanism for operating a motion picture camera in space travel above the atmosphere of the earth.

The apparatus for generating power and electricity in flying missiles is to provide a means for generating power within the body of the missile and for generating electricity from the power produced, not being dependent upon stored chemicals in batteries or rays from the sun.

Hokett, a powerfully built man with a keen sense of humor, has signed contracts with Minneapolis-Honeywell Regulator Company, Motorola, and the International Telephone Company.

Lee Carter — Into The Breach

EDDIE PEASE, 13, traveling alone from Los Angeles to Bellingham, Washington, found himself low on funds when he missed SP train connections at Martinez, California. This delay involved extra meals for which Eddie hadn't counted on.

Word got around about Eddie's predicament and when the train he later caught reached Klamath Falls shortly before noon, Lee Carter, chief clerk in our District Freight and Passenger office, boarded her.

He located Eddie and arranged for the boy to have lunch and dinner "on the house" and also gave him money out of his own pocket so that he might have breakfast the next morning in Seattle.

"I couldn't let a little boy go hungry on SP," Carter said.

J. M. Baxter Retires After Long SP Career

RETIRING after a railroad career that spanned more than 47 years was J. M. Baxter, assistant general claims agent, with headquarters in San Francisco.

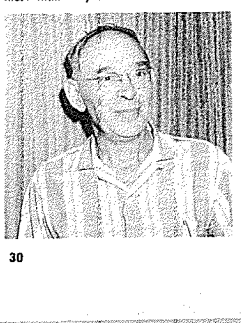


J. M. BAXTER

After working for the Canadian Pacific for nine years, Baxter joined SP in 1921 in the Superintendent's Office at Portland. He entered the Claims Department as a chief clerk and claims adjuster in 1926. He transferred to San Francisco as claims adjuster in 1934 and moved up to be assistant general claims agent by 1943.

His future plans? "To see the world."

HEIKO DALLINGA, machinist at Ogden Shops, has retired after working for SP more than 42 years.



L. E. LONERGAN, master mechanic at Sacramento since 1939, retired recently from Southern Pacific after half century of service. When he retired he was the guest of honor at many affairs. Lonergan began his service as a machinist apprentice in Roseville, rose to be general foreman in August, 1938, and two months later became assistant master mechanic.

MOVING UP!

TRANSPORTATION: **S. J. Sterling,** to car service agent, Special Freight Car Bureau; **H. R. Lorenzen,** to assistant car service agent; **T. A. Stark,** to assistant passenger car service agent, all with headquarters in San Francisco.

MECHANICAL DEPARTMENT: **V. R. Safford,** to master car repairer, headquarters in Los Angeles; **W. F. Scoble,** to assistant master mechanic, with headquarters in Roseville.

ENGINEERING: **G. L. Brummett,** to roadmaster, Deming District, with headquarters in Deming, New Mexico.

FREIGHT TRAFFIC: **Clifford B. Hill,** to chief clerk; **Max K. Spaulding** to chief rate clerk, both in Portland, Oregon.

CIGARS, CANDY

Births in Our SP Families

Sons to: **William Sylvester,** draftsman, Engineering Dept., San Francisco; **Lee Van Sweden,** engineer, Salt Lake Division; **Jeff Hersom,** draftsman, Mechanical Dept., San Francisco; **L. A. Nobel, Jr.,** Personnel Dept., PE, Los Angeles; **Jean Hale,** secretary, also PE, Los Angeles; **Mary Ellen Collup,** steno-clerk, Bakersfield.

Daughters to: **Lewal Gant,** laborer, Bayshore Shops, San Francisco; **Ronald** and **Mildred Chapman,** both Pacific Fruit Express clerks, San Francisco; **Ralph Hill, Jr.,** senior claims clerk, also PFE, San Francisco; **Patricia Rueger,** extra clerk, Tucson Division; **Emanuel Aquilina,** carman Bayshore shops.

BEST WISHES

Marriages

Married: **George Bracamonte,** draftsman, Engineering Dept., San Francisco, to Albine Maurer; **Charles Choate,** asst. designer architecture, also of Engineering Dept., San Francisco, to Jean Jenne; **Charles Messier,** brakeman, to **Patricia Collins,** clerk, both Tucson Division.

THANKS TO YOU!

Deserving Happy Retirement

COAST DIVISION: **John Antuzzi,** B&B carpenter; **Clifford Barney,** head claim clerk; **Frederick Davenport,** engineer; **Arthur Dempsey,** engineer; **Harry Jones,** engineer; **Willie King,** turntable operator; **Rocco Maeri,** carman; **Harvey Moon,** crossing watchman; **Patrick McDonnell,** stevedore; **Nick Pattsner,** B&B foreman; **Jean Stewart,** clerk; **Alva Wade,** switchman; **Robert Southerd,** car foreman.

LOS ANGELES DIVISION: **Herbert Bolin,** brakeman; **Norman Clarkson,** clerk; **Fred Daniels,** machinist helper; **William Dunn,** telegrapher-clerk-towerman; **Marshall Hallenberg,** conductor; **Fred Francis,** locomotive supplyman; **Michael Garcia,** engineer; **Darlene Kaiser,** clerk; **John Kehoe,** agent; **William Lyell,** yardmaster; **Henry Mack,** clerk; **John Moore,** roundhouse foreman; **Bonifacio Ramirez,** stevedore; **Walter Schreffler,** clerk; **Walter Williams,** electrical supervisor.

LOS ANGELES SHOPS: **William Norris,** sheet metal worker foreman; **Joseph Ruder,** machinist; **Felix Vera,** machinist helper; **Albert Wilson,** freight carman.

PORTLAND DIVISION: **Thomas Bates,** signal maintainer; **Thomas Brodigan,** machinist; **Orin Copeland,** engineer; **George Fife,** blacksmith; **Francis Fry,** warehouse foreman; **William Graber,** machinist helper; **Mervin Harris,** truck driver; **Gust Hassman,** engineer; **William Hickethier,** switchman; **Milton Jackson,** pipefitter; **Ernest Martin,** machinist; **Harry McAdams,** conductor; **Walter Mosher,** boilermaker cutter.

RIO GRANDE DIVISION: **Isaac Carces,** section laborer; **Horace Graves,** section foreman; **Lester Klink,** sheet metal worker; **Mark Norris,** section foreman; **Sam Shockley,** conductor; **Oscar Spaw,** conductor; **Baltazar Yarra,** section laborer.

SACRAMENTO DIVISION: **Matt Aimo,** machinist helper; **Napier Clark,** fireman; **Hudy Copeland,** car inspector; **Ernest Ellery,** carpenter; **Allie Johnston,** laborer; **Cecil Kirschman,** check clerk; **Frank Lamphier,** switchman; **William Ludwig,** machinist helper; **Efert McIntyre,** carpenter; **Luis Montero,** boilermaker helper; **Ernest Olson,** B&B foreman; **Leo**

R. C. HAYDEN, road foreman of engines, Los Angeles Division, retired last month after working more than 41 years with Southern Pacific, the last 13 as road foreman. More than 75 friends and fellow workers honored him at a farewell banquet upon the eve of his retirement.



Peter, car inspector; **Walter Powell,** machinist; **Charles Preston,** switchman; **Lloyd Stark,** engineer; **Luis Torres,** yard cleaner.

SACRAMENTO SHOPS: **Albert Batalo,** piper; **George Johnson,** molder; **Silverio Hayes,** molder helper; **Giuseppe Sulli,** carman; **Paul Vincent,** boilermaker helper.

SALT LAKE DIVISION: **Joe Barbagelata,** loader; **Hirf Bozo,** boilermaker; **Carl Hice,** MP laborer; **Samuel McElwee,** conductor; **Lewis Shurtliff,** engineer; **Orlando Wade,** machinist; **Ross West,** clerk.

SAN JOAQUIN DIVISION: **Clyde Burt,** engineer; **Lee Davis,** switchman; **Marshall Emerson,** car inspector; **Angel Martinez,** crossing watchman; **Earl McCutcheon,** departmental machinist foreman; **Eugene Motte,** machinist helper; **Bryan Willmott,** engineer.

SHASTA DIVISION: **Ralph Freeman,** carman; **Howard Hendricks,** engineer; **Millard Kern,** engineer; **Domenico Manera,** section foreman; **John McAfee,** signalman; **Clayton Morris,** car inspector; **Rhinehart Motschenbacher,** clerk; **Martin Nygard,** carpenter; **Jesse Smith,** water service mechanic.

TUCSON DIVISION: **Isom Adams,** clerk; **Harry Betts,** engineer; **John Ellison,** engineer; **Safford Freeman,** baggage clerk; **Wallace Henrich,** engineer; **James Keeter,** machine operator & messenger; **Oscar Lowry,** machinist; **Robert Terrell,** telegrapher; **Luther Wray,** switchman.

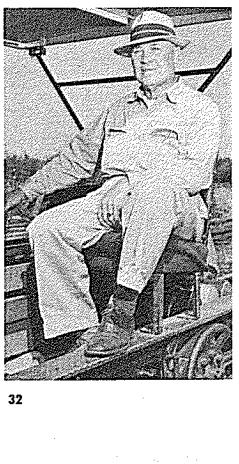
WESTERN DIVISION: **Wildez Beliveau,** coach cleaner foreman; **Harry Bolen,** brakeman; **Harold Campbell,** asst. M&B handler; **Estevan Godinez,** section laborer; **Lucy Hall,** janitress; **James Jackson,** brakeman; **Martin Nirich,** freight handler; **Archie Pittman,** engineer; **Isie Pittman,** carman helper; **Charles Rutherford,** brakeman; **Salvatore Sunseri,** machinist helper; **Paul Wilson,** train dispatcher; **Carl Wooten,** general yardmaster; **Fred Wuelzer,** clerk.

PACIFIC ELECTRIC: **Ruth A. L. Angona,** station clerk; **Bertram Phillips,** trainman; **Ray Thomas,** trainman; **Raleigh Weaver,** trainman.

NORTHWESTERN PACIFIC: **Emile Connell,** conductor; **Alberto Dericco,** trackwalker; **Charles Dubs,** engineer; **Bernard Lancina,** warehouse foreman; **Louis Polter,** B&B foreman.

MISCELLANEOUS: **Fannie Robbins,** clerk, Office of Auditor Equipment Service Accounts; **Jack Rupnik,** patrolman, Chief Special Agent's Office, both of General Office; **Richard Hanson,** welder, M of W & S, system; **Richard Neal,** lounge car attendant, Dining Car Dept., Los Angeles; **Floyd Burris,** waiter, **Anna Stanley,** flatwork ironer, both Dining Car Dept., Oakland; **Luigi Romeo,** laborer, Stores Dept., Brooklyn; **Robert Hill,** laborer, Stores Dept., Los Angeles; **Helen Dickinson,** registered nurse, Hospital Dept., Los Angeles; **Charles Muse,** utility clerk; LAUPT; **Orphus Landau,** telegrapher-clerk; SD&AE Railway Co.

RETIRING this month after 52 years of accident-free service with Southern Pacific was James W. Latteras, section foreman, Sacramento Division. His territory since 1926 has been Section 35, Gridley, California.



OUR SYMPATHY

Deaths in SP Family

COAST DIVISION: **Walter Natel,** car repairman; **Vernon Pearson,** roadmaster. Pensioners: **Edward Brown,** switchman; **Frank Carozza,** car cleaner; **Francis Connors,** machinist; **Antonio Costantino,** freight carman; **Thomas Ellis,** section foreman; **John Matranga,** coach cleaner; **John Moore,** engineer; **Clarence Nelson,** painter; **Francis Nicholson,** crossing flagman; **A. C. Oxley,** conductor; **Frank Ramage,** switchman; **Anne Reilly,** clerk; **Charles Stumbaugh,** switchman; **Edmond Williams,** engineer.

LOS ANGELES DIVISION: **William Wells,** fireman; **Cruz Talamentes Garcia,** track laborer; **Clarence Hoffman,** yard clerk; **Alfred Mathis,** B&B foreman; **Max Olsen,** conductor; **Marshall McGinnis,** SMW; **Pablo Delacruz,** track foreman. Pensioners: **William Gordon,** engineer; **Oscar Green,** boilermaker; **Harry Jorder,** clerk-messenger; **Morris Kane,** engineer; **George Lardner,** engineer; **Joseph Leyh,** water service mechanic; **James Maxey,** patrolman; **Fred Schmidt,** B&B carpenter; **Preston Wofford,** machinist.

LOS ANGELES SHOPS: **Leandre Treje,** lead worker. Pensioners: **Claud Agnew,** carman; **Walter Gilbert,** electrician; **Miguel Guido,** sheet metal worker; **Charles Hayman,** sheet metal worker; **Max Lasky,** carman; **David McPherson,** boilermaker; **Ramon Moreno,** machinist helper.

PORTLAND DIVISION: **James Valleroy,** agent; **Willie Thrasher,** M of W welder; **Thomas Grant,** M of W welder; **Laurence Esbenshade,** brakeman; **Ralph Devlin,** switchman; **Gerald Moles,** clerk. Pensioners: **Frank Barrow,** engineer; **George DeWaide,** yardmaster; **John Knox,** agent-telegrapher; **Charles Mates,** boilermaker helper; **Charles McQuaid,** machinist foreman; **Harold Padden,** switchman; **James Richardson,** car clerk; **Joseph Rose,** engineer; **Guy Shadduck,** engineer; **Albert Skaggs,** carman; **Frank Waldorf,** engineer.

RIO GRANDE DIVISION: Pensioners: **John Anderson,** B&B carpenter; **Paul Chapin,** switchman; **Jose Hernandez,** section laborer; **Edward Liddy,** agent-telegrapher; **Warren Windham,** agent.

SACRAMENTO DIVISION: **Joseph Manski,** mill helper. Pensioners: **James Cottrell,** engineer; **Teresa DeLaCruz,** section laborer; **Joe Digesti,** janitor; **George Dixon,** car inspector; **Charles Hite,** engineer; **Harry Houston,** agent; **Henry Jacobs,** check clerk; **William Johnson,** bridge watchman; **John McBride,** clerk-warehouseman; **James Regan,** switchman; **Joseph Sabatowicz,** carman; **John Snelling,** B&B carpenter; **Minnie White,** clerk.



JAMES HIGLEY, conductor, retired last month after 45 years' service. He was the chairman of the first Los Angeles Division Veterans Picnic; now one of the biggest annual social events.

SACRAMENTO SHOPS: **Renate Barsanti,** molder helper. Pensioners: **Antone Accunero,** boilermaker helper; **Adolph Ostrum,** painter; **Ernest Silva,** laborer; **Benito Tellcs,** piper helper; **Anton Vick,** pipefitter.

SALT LAKE DIVISION: Pensioners: **Carmine DiSanza,** section foreman; **Wilmer Ferrin,** machinist; **Leroy Linton,** conductor; **Charles Smalley,** machinist; **Ellsworth Weaver,** locomotive tenderman.

SAN JOAQUIN DIVISION: **H. B. Crowley,** engineer; **R. A. Dunham,** brakeman; **James Martin,** switchman; **G. P. Young,** switchman. Pensioners: **David Adams,** machinist; **Milton Baker,** tender truckman; **Joe Colebrissi,** freight carman; **Harry Cottingham,** conductor; **Herbert Edwards,** crossing flagman; **Louis Grubbs,** train dispatcher; **Harry Jones,** engineer; **Charles Martin,** conductor.

SHASTA DIVISION: **Wildred Anderson,** machinist; **Alan Green Hall,** switchman. Pensioners: **Wright Baker,** switchman; **Fred Mintle,** roundhouse laborer; **Eugene Selby,** engineer; **Trinidad Vasquez,** track laborer; **Lamar Wilmeth,** engineer.

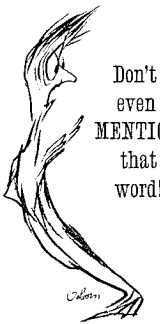
TUCSON DIVISION: **Frank Homar,** engineer; **Juell Hanson,** brakeman; **Miguel Castillo,** track laborer; **Mercedes Vidal,** laborer; **Neal Turner,** track laborer. Pensioners: **John Fischer,** switchman; **Harry Graves,** conductor; **Ferdinand Kramer,** car repairer; **Alvin Latham,** engineer; **Joaquin Lopez,** carman helper; **Mary Morrison,** matron; **Jose Renteria,** roundhouse laborer; **Harry Richardson,** brakeman; **Herman Schulze,** machinist.

WESTERN DIVISION: **Dewey Jensen,** loader; **Charles Wickes,** engineer. Pensioners: **Lester Allen,** engineer; **Steve Barclay,** chair car porter; **Rowley Burnam,** train dispatcher; **James Carter,** machinist helper; **Anthony Childers,** towerman; **Sidney Farrell,** pile driver engineer; **Charles Hinckley,** brakeman; **John Lipanovich,** car inspector; **Noah Longwell,** conductor; **Lawrence Martin,** machinist helper; **Richardo Pacheco,** carman helper; **Thomas Shannon,** passenger brakeman; **Dan Sullivan,** engineer; **John Tavares,** car repairer; **James Thompson,** B&B foreman; **Antone Vierra,** water service mechanic; **Joseph Whitcomb,** signalman.

PACIFIC ELECTRIC: **Boyd Willis,** plumber; **Clifford Mayne,** field engineer. Pensioners: **Ralph Howe,** pattern maker; **Ernest Harrison,** carpenter; **Jesse Ickes,** trainman; **Thomas Riggs,** elevator operator; **Carl Warnecke,** asst. supt., Mechanical; **James Newman,** trainman; **Percy Robillard,** welder; **John Coy,** trainman; **Jose Trujillo,** track laborer; **Ernest Shimmin,** trainman; **William Pascoe,** trainman.

NORTHWESTERN PACIFIC: Pensioners: **Charles Goodwin,** B&B carpenter; **Alemanno Mazzina,** freight handler; **Jesse Moore,** conductor.

MISCELLANEOUS: Pensioners: **Edward Ingels,** asst. controller, Controller's Office, New York; **Frederick E. S. Smith,** head information clerk, Passenger Traffic Dept.; **Richard Garrity,** patrolman, Police Dept.; **Rose McGlynn,** asst. to Secretary, Hospital Dept., all of San Francisco; **Morris Armstrong,** waiter, **Percy Wright,** lounge car attendant, both Dining Car Dept., Los Angeles; **Joseph Hughes,** third cook, **Grace Pulignieri,** flatwork ironer, **Allen Robinson,** dining car chef, all Dining Car Dept., Oakland; **Ned Boyd, Sr.,** store laborer, Store Dept., El Paso; **Clarence Bullock,** gang leader, **Thomas Kunselman,** storekeeper, **John Turner,** carpenter, all Stores Dept., Los Angeles; **John Francis,** commissary helper, **Nikolas Ivliev,** blacksmith, both Stores Dept., Oakland; **Hugh McLoone,** head foreman, **Mark Bach,** 2nd officer, both SP Steamship Lines; **Manuel Camara, Sr.,** deckhand, **Oscar Franki,** deckhand, both Steamer Dept., Western Division; **Earl Young,** engineer, San Diego & Arizona Eastern Railway; **John Card,** motorman, Visalia Electric Railroad Co.



"Frightened to death" is no figure of speech where cancer is concerned. Each year thousands of Americans lose their lives *needlessly* because they were too terrified about cancer to even learn facts which could have saved their lives! Learn how to protect yourself and your family by writing to "Cancer," c/o your local post office.

American Cancer Society

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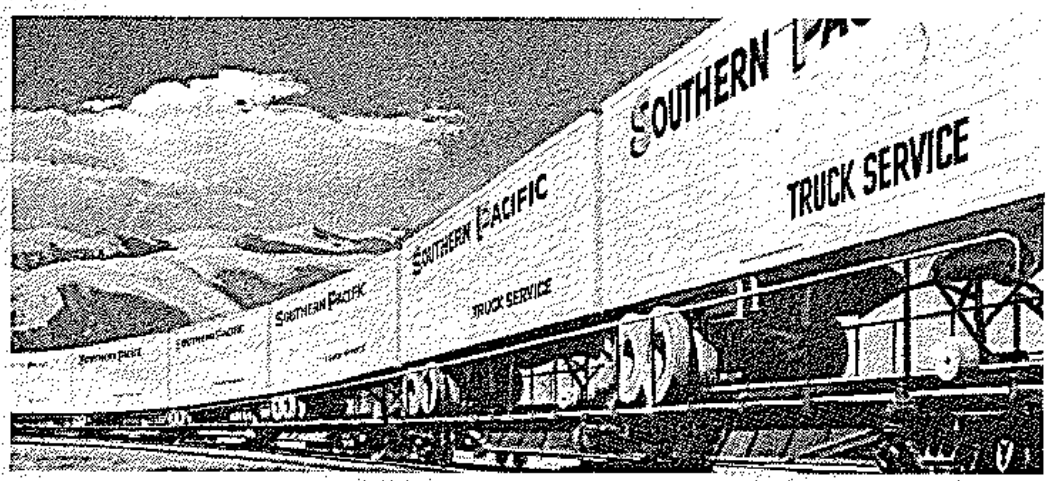
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